

SUMMARY OF THE 3RD AVIATION ADVISORY COUNCIL MEETING

Louisiana Statewide Transportation Plan Update

Meeting Time and Location

The third Aviation Advisory Council meeting for the *Louisiana Statewide Transportation Plan Update* was held on October 10, 2002, at the Radisson Hotel in Baton Rouge, Louisiana.

Meeting Attendees

The following persons attended the meeting:

Consultant Team Members

Pam Keidel, Wilbur Smith Associates
Mike Maynard, Wilbur Smith Associates
Butch Babineaux, Wilbur Smith Associates
Phil Brodt, GCR

Council Members/Representatives

Emile Garlepeid, New Orleans Air Cargo Association
Alan Kratzer, Lake Charles Regional Airport
Randy S. LaCaze, City of Natchitoches
Roy Miller, Shreveport Airport Authority
Scott Gammel, Alexandria International Airport
Steve Harvey representing George Heard, Chennault Industrial Airpark Authority

Non-Member LDOTD Staff

Eric Kalivoda, DOTD
Dan Broussard, DOTD
Tony Culp, DOTD Aviation
Tom Bartkiewicz

Others

Don Richard, Lake Charles Regional Airport

Meeting Purpose

The purpose of this meeting was to provide Advisory Council members with an overview of the preliminary findings of the Louisiana Aviation System Plan (LASP), to review the analysis of the aviation-related Vision 2020 Benchmarks, and to re-examine the policy elements for potential inclusion in the update of the Louisiana Statewide Transportation Plan.

Summary of Meeting Comments

Important items discussed at the meeting are summarized as follows:

- The analysis of the aviation system's adequacy related to physical, economic, and access benchmarks is appropriate. It was noted that the capacity analysis related to New Orleans International Airport is still needed and should be included in the LASP.
- The recommendations to change airport roles for Olla, Byerley, and David Joyce airports were approved.
- It was recommended that in addition to the infrastructure-related deficiencies identified in the LASP, that projects included in the airports' capital improvement plans should also be included in the total project costs to more accurately reflect the true aviation needs of Louisiana.
- The recommendation for Newellton was discussed in terms of whether this airport should be identified for future closure as it has significant safety issues. The advisory council members recommended that close scrutiny of the airport's registration be maintained and that the LASP identify that the airport does not meet FAA standards for runway safety areas and runway protection zones.
- Significant revisions to the aviation policy statements for the LSTP were recommended. It was recommended that the policy statements, as revised during the meeting, be circulated to all advisory committee members for review and approval. A copy of the revised policy statements is included with the minutes. The most significant discussion related to the policy statements for the proposed new intermodal center/cargo airport and the proposed new runway at New Orleans International Airport. Security needs and funding were also discussed, as was the need for funding for air traffic control facilities and equipment, continued funding for the general aviation maintenance program, and updating the statewide air service study.

**Louisiana Statewide Transportation Plan
Aviation Policy Elements**

A-2: Market aviation system to passengers and cargo interests outside the State, with a portion of the marketing funding dedicated for general marketing of the entire State aviation system and the vast majority dedicated for marketing of specific interests at commercial airports in the State; Estimated annual cost: \$2,000,000

A-4: Continue program of land acquisition/aviation easements for obstruction removal;

A-6: Update intrastate air service study to reflect current conditions in the airline industry; Estimated cost: \$100,000

A-7: Study feasibility and role of vertical take-off aircraft in Louisiana aviation; Estimated cost: \$250,000

A-8: Support development of a new air cargo airport and intermodal transportation center in southeast Louisiana through public/private partnership; no estimated cost from the State

A-9: Fund airfield and passenger terminal capacity improvements statewide

A-11: Pending the outcome of the EIS, participate in the funding, outside of existing State aviation sources, of an additional air carrier runway at New Orleans International Airport; Estimated State share of cost: \$100,000,000

A-13: Update air traffic control towers and equipment in Louisiana to reflect current technology and building standards, with replacement of facilities at five current contract tower airports. Additionally, implement new towers and related equipment at an additional four contract tower sites over the following 10 years, and new facilities and equipment developed in at least five new locations; Estimated total cost: \$15 million

A-14: Increase the level of funding, from \$5 million to \$15 million annually, for Louisiana's aviation program to reflect the current contribution of taxes to the State from the sale of aviation fuel

A-15: Support an ongoing annual appropriation from the general fund to support the General Aviation and Reliever Maintenance Program; Estimated annual cost: \$200,000

A-16: Support reauthorization of the Federal Airport Improvement Program, at least at its current level, as a dedicated fund for airport capital improvements. Additionally, identify a separate funding source for the Transportation Security Administration-related improvements